



## President's Report

### **Greetings EAA Chapter 932 Members,**

By the time you all receive this, Thanksgiving will be behind us, and we will be procedure turn inbound to Christmas and the end of the year! Time has gone by quick this year, and I'll have to say we really had a great year at EAA Chapter 932. We all have much to be proud of in the many gatherings and events that we have accomplished in 2017. It could not have been done without all of your participation and volunteerism. Many thanks to each and every one of you for making things happen! We had a ton of fun! The November gathering was icing on the cake as it was the final chapter gathering of the year. Many thanks to Parker Johnston, Don Sword, and Harold White for putting on our "Honoring Veterans" program; their stories were very moving. The gathering was well attended, and really made one give thanks for the freedom that we all enjoy today because of our veterans. Chapter member Jerry Thomas shares a good recap of this event on our web site.

Our EAA 932 board met in early November to discuss our gatherings and events for 2018. You will not be disappointed with what we have planned for the coming year. As we finalize details, we hope to have event information posted on our new chapter website which can be

viewed at [www.eaa932.org](http://www.eaa932.org). We hope to see all of you in the coming year! Your board also discussed nominations for the chapter positions of Vice President, Treasurer, and Young Eagles Coordinator for the new year. We are happy to announce that Bill Tobin was formally elected to be our new Vice President, and Joe Feigel will be our new Treasurer. We are still ironing out some details with our Young Eagles Coordinator position. Please welcome these fine folks into our chapter leadership, and we thank them all for stepping up to these positions.

### **Christmas Party - December 9**

As the year draws to a close, remember that the Galt Airport Christmas party will be on Saturday December 9 at 6:00 pm. The party is sponsored and hosted by JB Aviation. Come on out and celebrate the holiday season with the Galt Airport gang! The party is BYOB, and feel free to bring a dessert to share.

### **January Chapter Gathering - Saturday January 13 - Birds of Prey**

On January 13, 2018, we will have a neat program for our chapter gathering. It's a little bit different than what you all might expect, but will be a lot of fun. Instead of our morning gathering time, we will have a unique program in the afternoon at 3:30 pm in the Maintenance Shop at Galt.

### **Highlights**

|                      |    |
|----------------------|----|
| President's Report   | 1  |
| Member Profile       | 2  |
| Galt Airport Events  | 3  |
| Flight School News   | 4  |
| Kitfox Fly-In        | 5  |
| EAA Museum Photos    | 9  |
| EAA Chapter Info     | 11 |
| Airport Contact Info | 13 |

## President's Report Continued

A local group of folks will be presenting a live "Birds of Prey" show. This will be an exciting chance to get up close and personal with various species of hawks and raptors. Bring the family out for this neat event. Be sure to call or email Rebekah in the Galt Airport Office to let her know that you are attending; her phone number is 815-648-2433, or email

[Rebekah@galtairport.com](mailto:Rebekah@galtairport.com).

After the show, we will have a catered dinner up in the studio. The cost of the show *including* dinner will only be \$15 per person. During dinner, we will present some awards of recognition, show pictures reflecting our 2017 events, and unveil our upcoming 2018 chapter programs and events.

Come on out and enjoy some great chapter fellowship!

### ***Enjoy the Holidays!***

As the year draws to a close, all of us at Galt Airport and EAA Chapter 932 wish you and your families a very happy holiday season, and a prosperous New Year! Once again, it has been an awesome year, and thanks to all of you who make Galt Airport, and our EAA chapter a great group of people to be with throughout the year!

**-Arnie Quast, President, EAA Chapter 932**

## Member Profile- Dr. Basil Spyropoulos

Basil Spyropoulos is a Galt-based pilot who lives with his newly enlarged family in the western suburbs of Chicago. He has been a private pilot for 19 years, and this past spring earned his instrument rating. He owns a 1977 Piper Archer II, and has been based at Galt for the past 7 years. Basil and his wife, Mata, recently adopted their son, and future pilot, from China. Their 17-day trip to China, during which they met their son, and together saw various parts of the country, was the trip of a lifetime! It was the perfect way to begin the time of their life as proud new parents! Please welcome their new family member to the Galt gang! Outside of flying, Basil is a psychiatrist who practices general and aviation psychiatry in the Chicago area.



# Galt Airport Events

Rebekah Busse

*Please Join Us*

**Saturday  
December 9th 2017**

**Galt  
Airport  
Christmas  
Party**

**6PM  
@ the Airport Studio**

Please RSVP by December 4th  
rebekah@galtairport.com or 815-648-2433

**Live Birds of Prey**  
Entertaining and Educational program for all ages. Including 8-10 live raptors (Owls, Hawks, Falcons, etc.)

**Saturday January 13th  
Galt Airport**

Presentation 3:30 - 4:30pm  
@ the JB Aviation Aircraft Maint. Hangar

Please join us for a catered dinner following the program at the airport Studio.

**Tickets: \$15**  
Proceeds to benefit the Ed Morocoli Memorial Flight Training Scholarship

RSVP by January 4th, space is limited.  
Call 815-648-2433 or email rebekah@galtairport.com

Invite your family and friends.  
All are welcome!

Event sponsored by JB Aviation Management  
Dinner hosted by EAA Chapter 932  
Galt Airport 5112 Greenwood Road, Greenwood, IL



## Flight School News



Congratulations to Parker Stillwell  
First solo flight on 10/28/2017



Congratulations to Curtis Hollabaugh  
Earned his Instrument  
Rating on 10/29/2017



Congratulations to CJ Lerum  
First solo flight on 10/31/2017



Congratulations to Troy Schlote  
Earned his Private Pilot's License  
on 10/31/2017



## Bi-Annual Kitfox Fly-In

By Paul Sedlacek

In late October, I was able to take advantage of the welcome warmth to clean off the remaining patina of bugs and oil mist left over from my Labor Day cross-country adventure to Boise, Idaho for the bi-annual Kitfox Factory Fly-in. Attending this event has been a goal of mine ever since Zulu's first flight in 2012. The Avid/Kitfox design was developed in the Boise area, and it seemed fitting to bring my plane back to its birthplace. Two previous attempts to attend in 2013 and 2015 were scrubbed due to high winds and forest fires. The third time proved to be the charm and it was a memorable trip despite a couple of challenges.

The catalyst to make this trip happen was that two friends, Larry Wenning and Paul Buss, from EAA Ultralight Chapter 75 in Merrill, Wisconsin, decided they too wanted to make the trip. Larry, flying his newly reborn Mangy Fox and Paul in his Avid Flyer, code named Bravo. The idea of traveling in a group really appealed to me. Sharing an adventure is great and it provides a safety factor in case things don't go as planned. Plus, I was new to longer cross country trips and it's nice to learn from other people's experience.

Our planning started while camping at Oshkosh. Paul is a long haul trucker and had checked out the routes and passes through the mountains on numerous occasions from the ground. He suggested a safe route through the mountains from Billings, Montana, around Yellowstone, then into the Boise Basin.

When Monday rolled around, I had the plane loaded and ready to go by 8:30 in the morning, but the weather gods had other ideas, presenting me with low ceilings and sprinkles. Eventually after waiting for what seemed like forever, it turned into marginal but improving VFR and I got going.

I had to dodge a couple of small cells but by the time I got to Janesville it began to rapidly improve. I crossed the Mississippi in a couple of hours en-route to my first fuel stop in Waseca, Minnesota.

After a night of couch surfing at the FBO in Montevideo, MN, we all met up in Mobridge, South Dakota. Paul's Avid had developed a muffler crack and they were able to locate a weld shop there to make the repair while we went for lunch. After reinstallation we headed out and got as far as Miles City, MT for another glorious night in the FBO. We probably would have grabbed a hotel, but a large flight of Bücker Jungmeisters got in earlier than us and stole both crew cars.

We hit the mountains by noon on Wednesday, entering via Bozeman Pass, and then hooking left around the Tobacco Root Mountains. Lunch was at the Smokejumper Cafe in West Yellowstone. Setting out from there, the density altitude was at 9600 feet. Zulu took her time circling the valley to gain altitude but eventually got high enough to clear the Targhee Pass with a little cushion for the afternoon thermals. We got into the Boise Basin just in time to have some storms descend on our destination near Nampa so we diverted to Burley for the night. By now the geography had changed quite a bit and we were flying over a lot of lava fields which didn't look like they were very hospitable in case of emergency so we had to be careful to stay over roads or at least four wheel drive tracks.

On Thursday, we reached our destination, Greenleaf Air Ranch, a beautiful new airport community and home to our hosts, the owners of Kitfox Aircraft, John and Debra McBean. It's also home to Paul Leadabrand's Stick and Rudder Aviation flight school which specializes in mountain flying and tailwheel transition training, all in Kitfox aircraft. We were amongst the first to arrive and got squatter's rights to a small camper for the duration of the fly-in.

On Friday morning, Paul Leadabrand arranged a breakfast fly-out into Oregon. The first stop was the Owyhee Reservoir State Airport the first backcountry landing of the trip. Then we flew south, down low, in the Owyhee River Canyon.

## Bi-Annual Kitfox Fly-In - continued

The scenery was stupendous! That kind of turning and banking while following the terrain is something we just don't get in the Midwest. After that, we visited the Alford Desert, a dry lakebed approximately 12 by 50 miles in size. We chose somewhere in the middle to set down, doing the equivalent of a glassy water landing since there weren't any features other than a shadow to indicate height above ground. I made my longest wheel landing ever because, well; I could go for miles without running out of runway. After that it was off to the Fields Station for a hearty breakfast. For convenience, we followed local custom and landed on the highway and taxied to parking. A quick go-around handled the one southbound pickup that materialized behind me while on final. Our group of five planes made for a great photo op for the other guests.

Friday afternoon and evening were dedicated to a factory tour at the Kitfox facility in Homedale and some hangar flying and getting to know others who share the Kitfox passion. It was really nice getting to know folks I've only exchanged messages with on the forums. The evening ended with a briefing for the next morning's backcountry Idaho fly-out.

Saturday morning had more than twenty birds lined up, ready to depart before the sun was up. Being the slowest of the group, I was stationed at the back of the pack, with only the chase plane behind me. Our breakfast destination was Sulphur Creek Ranch.

Once in the air, we flew toward the big red orb of the rising sun over the haze from active forest fires. Our first intermediate stop got scrubbed due to low visibility.

As we continued on to breakfast it was clear we were going to be dealing with smoke the rest of the morning. At one point we passed an active fire off the left wing with visible flames and a huge smokey plume. The approach into Sulphur creek was a spiraling decent into a valley.

The airport was invisible until passing directly overhead. Carefully following the plane ahead and getting expert guidance on the radio was the key to making it safely onto the strip.

After our breakfast stop we flew southeast, past the Sawtooth Mountains and on to Smiley Creek, a huge, smooth turf runway with lots of visitors. Returning to Greenleaf via Boise was a challenge due to the mountain ridges disappearing in the haze. I was happy to have the chase plane behind me providing a few vectors until we were out of the mountains.

The Kitfox Aircraft folks put on a great spread on Saturday evening and thankfully kept the speeches short. The high desert climate was perfect for sitting out by the hangar and enjoying some low level flight demonstrations and an impromptu STOL contest, then later, watching the stars come out. It was a great way to wrap up a fun weekend.

On Sunday morning, after my goodbyes, I headed for home, back-tracking the route around Yellowstone and into Montana. My partners decided to stay for a couple of days of backcountry Idaho camping. The only challenging flying on my way back was nearly going IFR over Billings in the smoke and landing in a 20 knot direct crosswind at a fuel stop in Wyoming. Both experiences added a little to my flying repertoire. I also had to sit out one very windy day in Miles City, Montana but it was interesting talking to some of the pilots and smokejumpers stationed with the aerial firefighting operation there; interesting, but a hard way to make a living.

I finally arrived back at Galt on Wednesday evening after logging over 54 hours flight time in 9 days. It was quite the adventure, and one I'd do again. Maybe next time I'll be flying something with a higher cruise speed though

# Kitfox Fly-in Photos

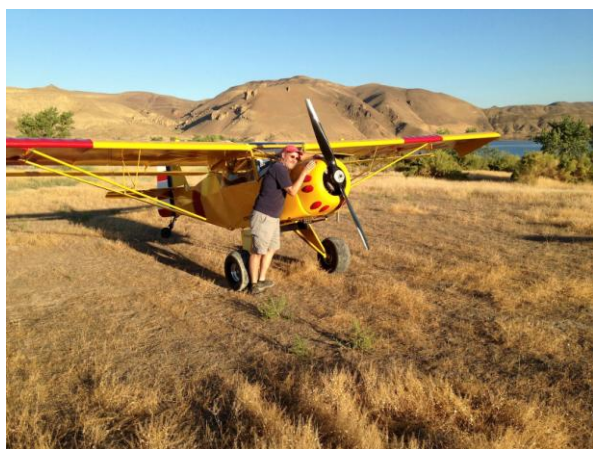
Paul Sedlacek





## Kitfox Fly-in Photos

Paul Sedlacek





# EAA Museum Photos

Joe Feigel



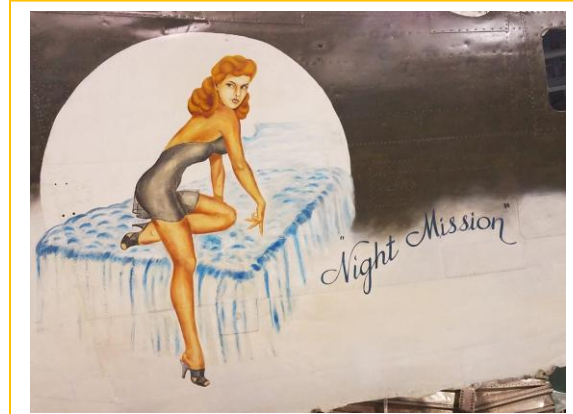
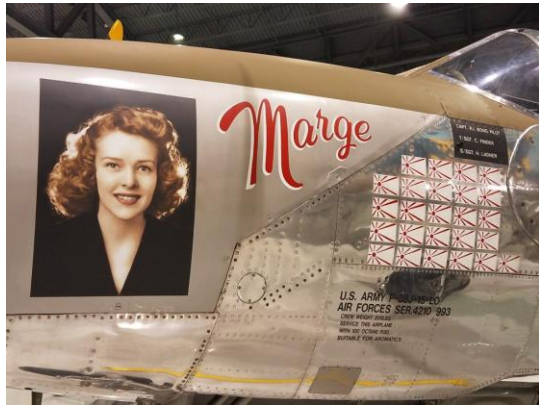
The Wright Flyer



The Spirit of St. Louis

## EAA Museum Photos

Joe Feigel



On November 4, I took the opportunity to head up to the EAA Museum in Oshkosh. I was particularly interested in seeing two of the exhibits that were there on temporary display; Nose Art from World War II warbirds and a NASA space exhibit that included a "moon rock".

It has been several years since I have been able to spend any time in the actual museum there and was impressed with both the permanent and temporary exhibits.

## EAA Chapter 932 Contact Information

**President:** Arnie Quast (815) 403-1696 [president@eaa932.org](mailto:president@eaa932.org)

**Vice President:** Bill Tobin (815) 260-1328 [vp@eaa932.org](mailto:vp@eaa932.org)

**Secretary:** Paul Sedlacek (847) 949-6850 [secretary@eaa932.org](mailto:secretary@eaa932.org)

**Treasurer:** Joe Feigel (815) 276-5345 [treasurer@eaa932.org](mailto:treasurer@eaa932.org)

**Newsletter Editor:** Kim Feigel (815) 403-5662 [editor@eaa932.org](mailto:editor@eaa932.org)

**Contributing Editor:** Jeff Hill, Sr. (815) 451-6271 [jeffryhill@sbcglobal.net](mailto:jeffryhill@sbcglobal.net)

**Webmaster:** Meira Leonard (815) 245-3110 [webmaster@eaa932.org](mailto:webmaster@eaa932.org)

**Young Eagles Coordinator:** [youngeagles@eaa932.org](mailto:youngeagles@eaa932.org)

**Membership Chairperson:** David Carlson (847) 275-6248 [membership@eaa932.org](mailto:membership@eaa932.org)

**Scholarship Committee Chairperson:** Beth Rehm (847) 530-8014 [scholarships@eaa932.org](mailto:scholarships@eaa932.org)

**Web Site:** <http://www.eaa932.org>

**Facebook:** <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Traffic is published monthly and electronically distributed to approximately 800 readers. You can download current and past issues from the chapter website at [www.eaa932.org/newsletters.html](http://www.eaa932.org/newsletters.html). To be added to the distribution list, please contact [editor@eaa932.org](mailto:editor@eaa932.org)."

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois. Established in 1989, we are a 501(c) (3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders. EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>



## Galt Airport Contact Information

### **Galt Field Airport**

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

**Airport Owners:** Diane and Claude Sonday [dsonday905@aol.com](mailto:dsonday905@aol.com)

**Airport Manager:** Justin Cleland, (815) 648-2433, [FBO@galtairport.com](mailto:FBO@galtairport.com)

**Director of Maintenance:** Brian Spiro, (815) 648-2642 [Maintenance@galtairport.com](mailto:Maintenance@galtairport.com)

**Office:** Rebekah Busse, (815) 648-2433 [Rebekah@galtairport.com](mailto:Rebekah@galtairport.com)

**Web Site:** <http://www.galtairport.com>

**Facebook:** <http://www.facebook.com/GaltAirport>

**Airport Business Hours:** 8:00 a.m. to 5:00 p.m. Monday through Sunday (winter hours)